

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

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Statewide Fiscal Constraint Table and Summary Explanation

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS**

Dollars in Millions

	Prior	2012	2013	2014	2015	2016	2013 - 2016 TOTAL
RESOURCES AVAILABLE							
STATE REVENUE							
State Motor Fuel Taxes	\$ 744	\$ 753	\$ 762	\$ 772	\$ 781	\$ 3,068	
Registration and MVA Fees	364	371	375	382	385	1,513	
Vehicle Titling Taxes	635	711	790	841	884	3,226	
Corporate Income Taxes	155	66	146	158	165	535	
Rental Car Sales Tax	25	26	27	28	29	110	
General Sales Tax	-	-	-	-	-	-	
Miscellaneous Motor Vehicle Fees	257	269	280	289	293	1,131	
Total Taxes and Fees	\$ 2,180	\$ 2,196	\$ 2,380	\$ 2,470	\$ 2,537	\$ 9,583	
DEDUCTIONS							
To Other Agencies	54	53	55	56	58	222	
MDOT Program and Fees (a)	300	331	362	383	401	1,477	
MVA Cost Recovery (b)	176	182	189	194	196	761	
Net Transportation Revenues	\$ 1,650	\$ 1,630	\$ 1,774	\$ 1,837	\$ 1,882	\$ 7,123	
To Local Govts and General Fund ⁽¹⁾	334	163	170	176	181	690	
To the Department (c) ⁽¹⁾	1,316	1,467	1,604	1,661	1,701	6,433	
Subtotal to the Department (a+b+c)	\$ 1,792	\$ 1,980	\$ 2,155	\$ 2,238	\$ 2,298	\$ 8,671	

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OPERATING REVENUES									
Maryland Port Administration	49	41	42	42	43	168			
Maryland Transit Administration	134	139	138	144	149	570			
Maryland Aviation Administration	201	207	210	212	215	844			
Total Operating Revenues	\$ 384	\$ 387	\$ 390	\$ 398	\$ 407	\$ 1,582			
MISCELLANEOUS									
Investment Income	3	3	3	3	3	12			
Federal Operating Assistance	88	85	85	85	85	340			
Miscellaneous Revenue	22	22	22	22	22	88			
Reimbursements	11	11	11	11	11	44			
Reserve for Changes in Revenue Sources	(23)	(24)	(26)	(27)	(28)	(105)			
Total Miscellaneous	\$ 101	\$ 97	\$ 95	\$ 94	\$ 93	\$ 379			
TOTAL REVENUES	\$ 2,277	\$ 2,464	\$ 2,640	\$ 2,730	\$ 2,798	\$ 10,632			
RECEIPTS									
Transfers - MDTA/GF/Rainy Day Fund	(50)	-	-	-	-	-			
Bond Sales	260	315	360	215	240	1,130			
Funds from Rollover - Fund Balance	121	-	-	-	-	-			
TOTAL REVENUES AND RECEIPTS	\$ -	\$ 2,779	\$ 3,000	\$ 2,945	\$ 3,038	\$ 11,762			

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	Prior	2012	2013	2014	2015	2016	2013 - 2016 TOTAL
EXPENDITURES							
Debt Service Payments		\$ 174	\$ 192	\$ 222	\$ 249	\$ 265	\$ 928
Operating and Maintenance Expenditures		1,581	1,653	1,730	1,803	1,876	7,062
Fund Balance/Rollover from FY 11	-	-	-	-	-	-	-
State Dollars Available for Capital Projects	-	853	934	1,048	893	897	3,772
Total Expenditures	\$ -	\$ 2,608	\$ 2,779	\$ 3,000	\$ 2,945	\$ 3,038	\$ 11,762
Non-Surface Transportation State Dollars		197	221	230	222	189	862
Maryland Transit Administration State Dollars		186	221	217	57	93	588
WMATA State Dollars		130	146	166	146	144	602
State Highway Administration State Dollar		336	346	437	469	470	1,722
Total State Dollars for Capital Projects		\$ 849	\$ 934	\$ 1,050	\$ 894	\$ 896	\$ 3,774
State Revenues Minus Expenditures		\$ 4	\$ -	\$ (2)	\$ (1)	\$ 1	\$ (2)

(1) Based on legislation passed during the 2011 General Assembly, the distribution percentages are as follows:

	2012	2013	2014	2015	2016
MDOT	79.8%	90.0%	90.4%	90.4%	90.4%
General Fund	11.3%	0.0%	0.0%	0.0%	0.0%
Local Governments	8.9%	10.0%	9.6%	9.6%	9.6%

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Total FTA Federal Dollars Available

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Explanation of Fiscal Constraint Worksheet – MDOT Statewide

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to \$9.2 billion over the next 4 years. Such revenue includes Motor Fuel Tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues. This is the allocation that goes directly to Baltimore City and the Counties. The addition of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties. In keeping with the Department's conservative forecasting, MDOT subtracts revenues as a contingency in change in revenue sources. This provides a contingency in case any of the revenues come in lower than anticipated.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately \$837 million over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately \$6.7 billion over the four-year period. After accounting for the fund balance, this leaves \$3.7 billion available in state dollars for the capital program.

The \$3.7 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately \$870 million. MTA and WMATA receive approximately \$1.3 billion, while SHA receives \$1.6 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department from 2012-2015.

Federal Highway Dollars

Funds available for State Highway through the Federal Highway Administration are shown on a separate Chart.

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SHA Resource Uses

- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables from local jurisdictions for local work SHA has done for them, such as bridge inspections, traffic signal work, etc. The total for major projects matches the sum of Major Projects plus Development and Evaluation Program shown on the SHA divider page in the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, retrofit sound barriers and community and safety enhancement projects. The total matches that shown for Safety, Congestion Relief and Community Enhancement on the SHA divider page in the CTP.
- **Other System Preservation** - The listings under this heading are annual allocations (budgets) for: Part I and Part II SPR; facilities, equipment and environmental compliance initiatives for SHA facilities and operations; preservation and enhancement of truck weight and inspection facilities; reservation of funding for purchasing access controls to enhance safety and preserve mobility in selected primary highway corridors; transportation enhancement program projects; major IT projects at SHA; and reservations of funding transferred to MdTA for preservation of a portion of I-95 North, and funding for local jurisdictions in lieu of federal aid. The total matches that shown for Other System Preservation on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects.

Note: SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 1.